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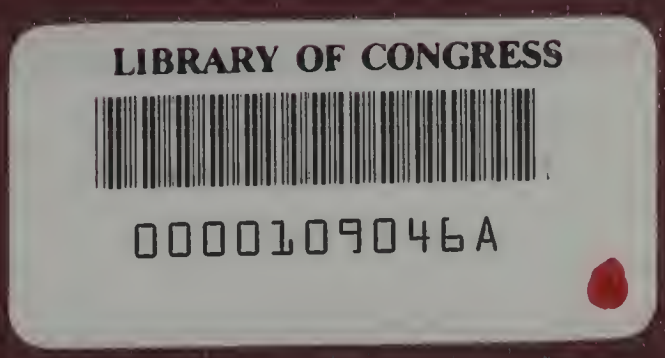
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WHITE
ROUTE BOOK

NUMBER TWO

THE INCOMPARABLE

WHITE

THE CAR FOR SERVICE

WHITE CARS FOR 1907

During the coming season the White steam car will be built in two distinct models; a 30 horse-power car, called the Model "G" and a 20 horse-power car, called the Model "H". The Model "G" will be regularly offered with either a Pullman body, seating seven (illustrated on the back cover) or a touring body, seating five and having most ample provision for carrying baggage (illustrated above). The Model "H" will follow closely the lines of our Model "F", which we built during the season of 1905-1906.

All who are interested in automobile development are requested to write to us for literature describing the new cars. We will be glad to put you in touch with our nearest sales office in order that you may, by an actual demonstration, become familiar with the wonderful qualities of the White.

WHITE ROUTE BOOK

NUMBER TWO

Route of a tour from

NEW YORK to NORFOLK, Va.

(JAMESTOWN EXPOSITION)

Including the routes to and from

PHILADELPHIA, GETTYSBURG, HARRISBURG, HAGERSTOWN, WINCHESTER, Etc.

WE have long felt that the WHITE COMPANY was under some obligations to establish a headquarters for the *distribution* of touring data because there are to-day in active service twice as many White Steamers as any other make of touring car and the great majority of White owners are distinguished for their ceaseless touring activity. We therefore have unique facilities for the *collection* of touring data and we propose that our Touring Bureau shall be at the service not only of the army of White owners but also of all tourists generally.

One phase of the work of the Touring Bureau will be the publication from time to time of the White Route Books, of which this is the second issue. Copies of these books may be obtained at the branches and agencies of the company in all the principal cities of this country and Europe.

Address all inquiries, suggestions, etc., relating to routes, and requests for permission to reproduce any of this matter (which is copyrighted,) to

Touring Bureau

THE WHITE COMPANY

1402 Broadway **New York City**

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no. 2

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INTRODUCTORY

The first White Route Book received such enthusiastic commendation from the press and from the motoring public that we are quite convinced that the White method of compiling road directions—by odometer distance and description of every turn, together with frequent photographs and an accurate map—is much better than anything previously devised.

It is not expected that all drivers can go over a given route and have their odometers register to the tenth with the figures given in these books (which were recorded by Warner Autometer.) Odometers almost always show some variation owing to difference in inflation of tires, etc. Nevertheless, the giving of all the mileages in tenths is none the less serviceable. A tourist can see, for example, that "after crossing a covered bridge, there is a dangerous turn under the railroad three-tenths of a mile beyond." He knows *exactly* when to expect this turn, even if his odometer is varying 1% or even 2% from the figures given in this book.

It is recommended that a type of odometer which can be set at any reading be used. The tourist is thus always able to set his instrument to tally with the figures given in this book. During a stop over night, for example, a car may run several miles around town and it is desirable that the odometer be set in the morning at a figure corresponding with the actual distance from the starting point. Tourists starting at intermediate points to cover these routes will especially appreciate the force of this recommendation.

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It will be noted that both the page numbers and the route numbers run consecutively from book to book. In Route Book Number 2, all of the outgoing routes bear odd numbers, and the incoming routes even numbers.

NOTES ON A TOUR FROM NEW YORK TO GETTYSBURG AND REUTRN

These few notes relating to the Battlefield of Gettysburg and the routes leading to it may prove of interest to those motorists who are looking for places of interest toward which to direct their tours. Furthermore, Gettysburg is now attracting considerable attention owing to the fact that the route of the next A. A. A. tour will probably include this historic locality.

The tourist starting for the Battlefield of Gettysburg should direct his course toward Philadelphia. The road to the City of Brotherly Love has recently been well dotted with sign-posts by the A. C. A. and the tourist will have little difficulty in finding his way. These sign-posts, how-

The Rolling Country of Eastern Pennsylvan a

ever, cover only the road by way of Newark. Those who take the more usual route by way of Staten Island will find a number of forks on their way across the Island, where they will probably need to inquire the way (if not provided with the White Route Book). The two routes, that by way of Newark and that by way of Staten Island, converge at Metuchen. While on the question of sign-boards and route directions, it should be stated that we found one of the most important turns, that into the "White Horse Pike" just south of Trenton, was without a sign-board. I cannot believe that the A. C. A. left this turn unmarked and think that someone must have destroyed the sign, a species of vandalism to which, it is to be feared, automobile sign-posts will always be subject. The roads between New York and Philadelphia are almost uniformly excellent. The country, however, is rather flat and uninteresting, and little can be seen which impresses itself upon one's memory. The road

passes through the outskirts of Trenton so that, contrary to one's expectations, there is no chance to get luncheon unless one detours into the city. There are few hotels of any kind along the road which can be recommended. The Mansion House at New Brunswick serves a fair meal, but apparently has two scales of prices.

Of the two routes out of New York City. I prefer that by way of Staten Island. It is eight miles shorter and the run across Staten Island is infinitely pleasanter than that across the Jersey meadows (particularly when the wind is from the direction of the fertilizer factories). To go by way of Staten Island, one must drive through the crowded streets of lower Manhattan to the Battery, often entailing much vexatious delay owing to the congestion of traffic. Moreover there are two ferries to be crossed, as compared with one on the other route by way of Newark, but I believe that both ferry trips will be found pleasant.

On crossing the ferry from Camden to Philadelphia, the natural thoroughfare to the hotel district is Market St., but it is now torn up because of subway construction work. On entering Philadelphia, we recommend going up Walnut St., and, on leaving Philadelphia for New York. we recommend going down Chestnut St. In this way you move *with* the traffic. Use great caution in Philadelphia in approaching cross streets with trolley lines, as the cars do not stop for anything or anybody.

Beyond Philadelphia, two distinct routes to Gettysburg are offered, one by way of Lancaster and York, the other by way of Reading and Harrisburg. On our outward journey we went by the former route and we returned by way of the latter. While the road by way of Harrisburg and Reading may average up a little better in quality, still in view of the greater mileage, there is probably little to choose between the two.

Leaving the city of Philadelphia by way of Spring Garden Street, Fairmont Park and Girard Avenue, we soon found ourselves on the Lancaster Pike, which carried us first of all through Ardmore, Bryn Mawr and the other handsome suburban towns lying to the west of Philadelphia. Before we reached the first of these towns we struck the first toll-gate, only seven miles out, where we paid seventy cents for the privilege of riding under our own power over the first section of the Pike. The gatekeeper gave us a long ticket, from which we tore off coupons from time to time, and handed them out one by one at the various toll-gates along the way. The toll-gate system prevails not only in Pennsylvania, but also in Maryland, Virginia and West Virginia, as will be evidenced from a perusal of the road directions. The standard charge in Pennsylvania is

Sights on the Battlefield of Gettysburg

3 cents a mile, while in the other states it is generally 2 cents, and sometimes 5 cents.

At Coatesville, 40 miles from Philadelphia, we had a good luncheon, and then hastened on our way. The Pike, as far as Coatesville, we found in very good condition, but beyond that place its character changes for the worse. In that section of Pennsylvania there is very little level country and, accordingly, the road is a constant series of ascents and descents. In order to prevent the water from rushing down the hillsides, there have been placed at frequent intervals "water-brakes" of a cross section and plan, well calculated to jolt the machinery of the car and its occupants. Rushing the hills—not one of which, by the way, is particularly steep—is out of the question. One must slow down at each "Thank-ye-ma'am" and we had abundant opportunity to appreciate the qualities of great flexibility of control and rapid acceleration possessed by our White Steamer.

At Lancaster we stopped but a few minutes and then continued our way westward, reaching the town of York well before dark. We spent the night comfortably in this city of 50,000 inhabitants and the next morning, in a pouring rain went on to Gettysburg, 120 miles from Philadelphia.

On reaching Gettysburg, our first care was to secure a guide. This procedure is recommended to all tourists, as there are a number of veterans who took part in the battle, whose services are readily procurable at any fee which may please the tourist. These veterans know every inch of the battlefield and their animated descriptions of the manœvres of the two armies are not the least interesting part of a half-day spent on the battlefield. The national government has made a national park of the battlefield. Uncle Sam has built many miles of perfect macadam road which reaches all the places of interest. There is probably no other spot in the world that has so many fine monuments. The various states have vied with one another in erecting memorials to their sons who died in this great conflict, the bloodiest battle of the Civil War. However, the accompanying photos, better than any words of description, will convey an idea of the sights which reward the tourists who undertake this trip.

In three or four hours, we had seen all that might be seen from a car and we then commenced our homeward journey. We headed almost due north for Harrisburg. The first 20 miles of road out of Gettysburg are about as bad as one could find anywhere in a well settled region. To attempt this stretch of muddy going without a good set of chains would be foolhardy. However, the last 15 miles are somewhat better, and we finally struck some very fine

More Sights on the Battlefield of Gettysburg

macadam which carried us to the bridge which leads over the Susquehanna River to Harrisburg. Here we stayed all night and, in the morning after visiting the new $13,000,000 State House, turned toward Philadelphia over the Reading Pike. The first nine miles of the road, to Hummelstown, were bad,

Iron Works Near Pottstown

but thereafter conditions improved very much and we found good going all the way to Reading and from there by way of Pottstown to Philadelphia. The only feature which checks the motorists's desire to make good average speed is the toll-gate proposition Every few miles, as far as Reading, he must stop and either pay toll or hand out a coupon. Many of the toll-gate keepers are superannuated and much blowing of the horn is necessary before they take notice and come hobbling out. By going into Philadelphia by way of Germantown Avenue, we avoided the toll-gates which dot the several pikes leading into the city. We spent the night in Philadelphia and the next day retraced our way back to New York City.

We had been five days on the road and had traveled, in our leisurely fashion, 470 miles. We had seen much of the great Keystone State and the famous Battlefield of Gettysburg, an historic spot which every patriotic tourist should some day plan to visit.

ROUTE NUMBER 5
NEW YORK TO PHILADELPHIA
VIA STATEN ISLAND
99 MILES

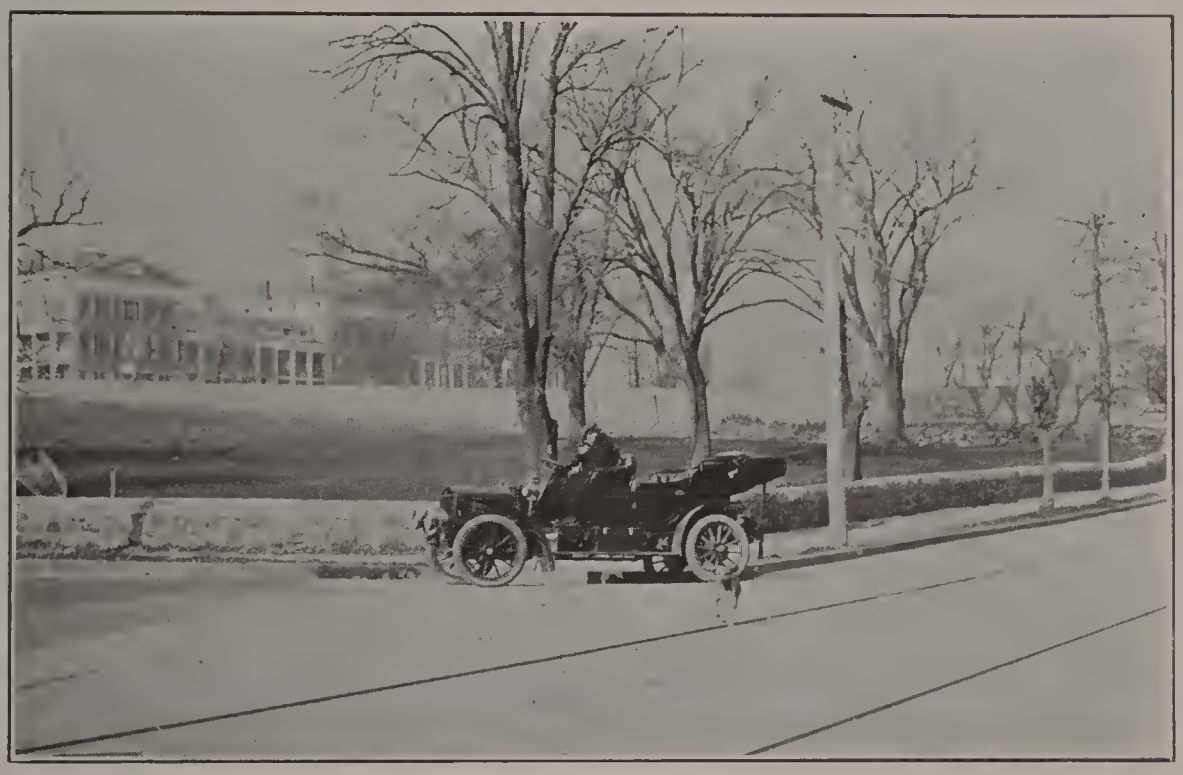
Go down town to the Battery and take the municipal ferry to **ST. GEORGE,** Staten Island. Fare, sixty cents for car and driver, five cents for each additional passenger.

.0 On leaving the ferryboat at **ST. GEORGE** keep straight ahead following the trolley up slight grade.

.3 At new public building turn left

.6 Turn left on asphalt pavement

.7 At the end of the street turn right, and at the other side of the square turn left and follow trolley



1.9 After passing on the right large Marine Hospital turn right

2.9 At end of the road bear left and follow the trolley

6.3 At the fork near the sign "To Boehm's Picnic Grounds," where trolley turns right, keep straight ahead. (Look out for bumps at the next crossroad.)

6.4 At the end of the road bear left

7.4 At the fork at sign "Greenwald's Oakwood Park" turn left

8.3 Cross railroad. Warning signs have been erected here and at the railroad crossings beyond by the Richmond County Automobile Club

9. At the fork, with fire alarm box on the telegraph post; keep to the right.

11.7 Cross railroad

13.1 Cross railroad

13.5 Cross railroad

15.4 **TOTTENVILLE**; at the yellow cottage, No. 146, turn right to ferry

15.6 Ferry house; boats leave on the hour and half hour, the charge being fifty cents for machine and driver and five cents for each additional passenger

15.6 **PERTH AMBOY**; on leaving the ferry-boat keep straight out Smith street

15.9 At Scheuer's grocery store, turn right into New Brunswick avenue, passing drinking trough

16.1 One block beyond turn left into a wide street, with a line of telegraph poles at either side

16.3 Cross railroad

16.5 Cross railroad

21.6 **METUCHEN**; at the end of the macadam road, turn left into Lake Ave., crossing wooden bridge over the railroad just beyond, and then immediately turn right

22.2 Road from New York via Newark comes in on

the right; see Route Number 5A.

26.6 Cross bridge into **NEW BRUNSWICK**

26.9 Mansion House on right, garage on left

27. At the brick church turn left and follow straight out with trolley

27.6 Trolley turns right; keep straight ahead

27.7 At next corner turn right, passing sign-board erected by the Automobile Club of America

28.1 On reaching corner where trolley turns, turn left, avoiding trolley tracks

28.5 Cross railroad and just beyond meet the trolley

29.3 Trolley turns left; keep straight ahead

36.8 Trolley crossing

37.4 **DAYTON**; keep straight ahead through the town. (To reach Princeton see Route 5B)

37.9 Cross railroad

42.5 **CRANBURY**

45.4 **HIGHTSTOWN**; at the fork near large white Baptist church, take the right road, passing drinking fountain to the left

46.4 Cross the railroad

49. **WINDSOR**; at the Windsor Hotel turn right over the railroad, passing the sign, "Trenton 10 miles"

51.2 At the end of the road turn left

54.1 Trolley crossing

55.4 Trolley crossing

56. Pass road to the left

57. Cross trolley tracks and at the fork just beyond turn left with trolley

57.6 Trolley tracks turn to the right; keep straight ahead

58.7 **TRENTON**; after passing ball-grounds on the right, turn left at a cross street with A. C. A. sign "Philadelphia, 38½ miles"

60.4 At the end of the road bear left into a wide highway with double line of trolley tracks

61.8 At the White Horse Hotel, turn sharp right, leaving the trolley and beyond descend long winding hill

65.1 **BORDENTOWN**; turn left with trolley tracks at the A. C. A. sign, "Philadelphia 31½ miles"

65.4 Trolley turns right; keep straight ahead

66. At the fork take the right road (Left road goes down a slight hill

70.6 **COLUMBUS**; At the Columbus Hotel turn 90 degrees right (A. C. A. sign, "Philadelphia, 26 miles")

77.5 Cross railroad at **BURLINGTON**

77.7 Cross railroad and continue on west side of track out of town

78.3 Turn left over the railroad, leaving tracks, and a block beyond meet the trolley line

79.1 At the fork turn right with the trolley tracks

80.6 Dangerous turn under the railroad at **EDGEWATER PARK**

81.7 **BEVERLY**; at the center of town bear left with trolley

84.1 At the end of road bear left with trolley

84.3 Cross bridge into **RIVERSIDE**

84.7 At the Avenue Hotel just before reaching the railroad tracks turn right with trolley

88.2 Jog right around **RIVERTON** station

88.8 Jog right around **PALMYRA** station

89.7 Some distance after passing **WEST PALMYRA** railroad station, turn left over the tracks, leaving same

93.1 Cross the railroad

94.1 **CAMDEN**; at Child's grocery store (A. C. A. sign) turn left into a wide macadam street

94.9 On reaching street with double line of trolley tracks, Burlington Pike, turn right and follow the trolley

96.1 Cross railroad

96.4 Cross railroad

97.4 Ferry house; boats run about every five minutes, charge for touring car and passengers being 25 cents

97.4 **PHILADELPHIA**; on leaving the ferry boat at the foot of Market St. turn left and go along the river front

97.7 Turn right into Walnut St.

98.9 Turn left into Broad St. for Hotel Walton and Hotel Bellevue-Stratford

98.9 To reach the **WHITE GARAGE**, 629 North Broad St., the largest in the State of Pennsylvania devoted to a single make of car, turn *right* into Broad St., jog around the public building and continue down North Broad St.

ROUTE NUMBER 5A
NEW YORK TO PHILADELPHIA via NEWARK
107 MILES

	Take the Pennsylvania R. R. ferry at Cortlandt St., Debrosses St., or W. 23d St. Fare, twenty-five cents for car and passengers.
.0	Leaving the Pennsylvania ferry house at **JERSEY CITY,** go straight ahead
.1	Turn left at the first street, and at the next street turn right. New Jersey licenses may be secured at the first turn, office of the Commissioner, 1 Montgomery Street
.7	At Adams Express Company stables, turn right
.8	Two blocks beyond, after passing Court House, turn left into asphalted street
1.7	Go under railroad
1.8	Go under railroad
2.3	At the Armory jog slightly to the left
2.5	Turn right into Hudson County Boulevard
3.3	At the first street with trolley, turn left into Harrison Turn Pike
3.7	Cross railroad
5.4	Cross railroad
9.1	Cross bridge into **NEWARK**
9.3	Turn left into Broad Street
10.6	At small park where trolley tracks fork, turn right into wide asphalted street, Clinton Ave.
11.3	At the triple fork, turn left into Elizabeth Ave., passing church on the right
12.1	Cross railroad
12.2	At the fork keep left with trolley
13.8	At the fork with sign "Elizabeth 2 miles," keep left and just beyond, cross the railroad
15.9	**ELIZABETH**; one block before reaching railroad turn right
16.2	Turn left at the A. C. A. sign and beyond cross the railroad
16.4	At West Jersey Street, jog slightly to the right then continue out Cherry Street
16.7	At the end of the street, turn right into Rahway Ave
18.8	Cross railroad
21.6	**RAHWAY.** (This is the mileage where the route crosses Westfield Ave., on the outskirts of the town.)
23.2	On meeting railroad tracks do not cross but turn right

23.4 At the fork at the end of road, turn left

24.8 Turn left at the A. C. A. sign "Philadelphia 80½ miles"

25.9 At the end of the road turn left (turn right here for Plainfield)

26.1 **ISELIN**: cross railroad, immediately turn right

27.5 At the end of the road turn right, just beyond go under railroad, and then turn left

29.7 **METUCHEN**.. Go under a railroad, and then cross another railroad

30.1 Cross bridge over railroad and then turn right. At this point the route converges with the the route by way of Staten Island. Tourists will find the balance of the route to Philadelphia under Route Number 5. Odometers should be set to read at this point "22.2," corresponding to the road directions of Route Number 5.

ROUTE NUMBER 5B
NEW YORK TO PRINCETON
50 MILES

.0 From New York, the route is identical with that given in Route 5, as far as

37.4 **DAYTON**; in the center of the town at the A. C. A. sign, "To Princeton," turn sharp right, leaving the main high-way

38. Cross high speed trolley tracks

39.1 Cross several railroad tracks into **MONMOUTH JUNCTION**

39.3 Road winds through the village

43.4 Cross the railroad

43.7 At the end of the road turn right

43.9 At a cross road with the schoolhouse on one corner and Johnson's grocery store on another, turn left and descend hill

44. At foot of hill cross railroad and cross bridge over canal just beyond

44.3 At the Kingston Roller Mills, after crossing stone bridge turn left and continue direct to

47.1 Princeton University campus, **PRINCETON**

ROUTE NUMBER 6
PHILADELPHIA TO NEW YORK
99 MILES

.0 Leaving the Hotel Walton, go toward the public building on Broad St.

.2 At the Real Estate Trust Company building, turn right into Chestnut St.

.9 (Pass on right Independence Hall)

1.4 At the water front, turn left

1.6 Penna R. R. Ferry, fare, twenty-five cents

1.6 On leaving the ferry house at **CAMDEN**, bear left with the trolley, passing park on right, and go out Market St., passing the West Jersey Hotel on the right

2.6 Cross the railroad

2.8 Cross the railroad

3.1 Cross bridge over creek

3.9 At the fork, new public library in triangle, take the left road

4. At the next corner, at the drug store, turn left

4.4 Cross wooden bridge over railroad, and just beyond, at the fork, keep to the right, following the wires

4.6 At the fork opposite the wooden church, keep to the right, following the wires

4.8 At Child's grocery store, turn right with double line of trolley tracks

5.8 Cross the railroad

8.5 Trolley crosses road

8.9 Cross the railroad

9.2 Cross the railroad

9.4 **WEST PALMYRA** station

10. Jog around **PALMYRA** station

10.6 Jog around **RIVERTON** station

13.9 On nearing **RIVERSIDE** station, the road narrows down; keep straight ahead with the trolley

14.1 At the Avenue Hotel, turn left with trolley

14.5 Cross bridge over Rancocas River

14.7 Turn right with trolley

17.1 **BEVERLY**; at the Farmer's Hotel bear right with trolley

18.2 Dangerous turn under railroad at **EDGEWATER PARK**

19.7 At the end of the road, bear left with trolley

20.4 Trolley turns right; keep straight ahead

20.5 Meet the railroad tracks and continue with them through **BURLINGTON**

21.2 At the end of town cross bridge, and a short distance beyond, cross the railroad tracks, keeping straight ahead. Do not take the road to the left

22.9 At the fork keep to the right-hand road

27.9 **COLUMBUS**; at the Columbus Hotel, in center of town, turn left

32.4 At the end of the road bear left into **BORDENTOWN**, meeting the trolley on the Main St. and following it out of town

34.6 Turn left with trolley at the A. C. A. sign, "New York, 70¾ miles"

36.8 At the end of the road, opposite the White Horse Inn, turn left

38.2 Turn right after leaving trolley tracks

40. **TRENTON**; at the A. C. A. sign turn right into a cross street, passing ball grounds on the left a short distance beyond

41.6 At the end of the road bear right

43.3 At the triple fork, keep straight ahead, passing the A. C. A. sign, "New York, 61½ miles"

44.6 Cross the high speed trolley tracks

47.5 Cross small bridge and immediately turn right

49.7 **WINDSOR**; cross the railroad opposite the Windsor Hotel and immediately turn left

52.3 Cross the railroad

53.3 **HIGHTSTOWN**; at the end of the road, opposite the large white Baptist church, bear left

56.2 **CRANBURY**

60.8 Cross the railroad

61.3 **DAYTON**

61.9 Cross trolley tracks

70.2 Cross the railroad

70.5 On reaching the corner where trolley turns, turn right, avoiding the trolley tracks

71.1 At the sign, "New York, 34 miles," turn left; one block beyond meet the trolley tracks and follow the same into center of **NEW BRUNSWICK**

71.8 At the brick church, turn right

71.9 Mansion House on left, garage on right

72.1 Cross bridge over canal and river, go up hill and then straight ahead

72.9 At the fork take the left road, leaving trolley

76.5 Do not cross first bridge over railroad, at the sign pointing to New York, unless you wish to return by the way of Newark

77. At the end of the road turn left, cross bridge over the railroad into **METUCHEN** and immediately beyond turn right into Amboy Ave.

77. At the top of hill meet trolley and follow the tracks out of town

80.3 Trolley turns right; keep straight ahead

82.2 Cross the railroad

82.4 Cross the railroad into **PERTH AMBOY**

82.6 At a small square, bear to the right, keeping on the brick pavement

82.8 At the next square, at Scheuer's grocery store, turn left and continue to

83.1 Ferry at foot of street

83.1 On leaving ferry house at **TOTTENVILLE** go straight ahead

83.5 At the end of the road turn left

85.7 Cross the railroad and just beyond bear right on the main road

86.1 Descend slight winding hill, and then bear right over a small iron bridge

87. Cross the railroad

87.9 At the fork (Annandale Hotel in the triangle) take the right road

90.4 Cross the railroad

91.3 At Greenwaldt's Hotel, turn right

92.4 At the Black Horse Tavern (large white flag pole in the road) bear right

95.9 At the fork where asphalt pavement stops, take the right road (trolley goes to the left)

96.9 At the end of the road turn left

98. At the square with watering trough in the center, turn right and then immediately left into Central Ave., one block beyond turn right, and then left

98.4 At the new public building turn right and go down hill to the ferry house, **ST. GEORGE**

ROUTE NUMBER 7
PHILADELPHIA TO GETTYSBURG
VIA LANCASTER AND YORK
120 MILES.

.0 Leaving the Hotel Walton, go north on Broad St.

1.1 Immediately after passing the Baldwin Locomotive Works, turn left into Spring Garden St.

1.9 Turn right into Pennsylvania Avenue, a very wide street

2.1 At the Washington Monument, turn left into the park and keep ahead on the river road, passing on the left a number of boat houses

3.2 After crossing under a bridge near the water works, turn right, ascend hill, and cross the same bridge; then straight out Girard Ave

4.8 At the end of the road, opposite the cemetery, turn right on the Lancaster Pike

5.8 Road passes under railroad bridge

6.5 Road passes under railroad bridge

7.1 At **OVERBROOK**, at the first toll-gate pay 70 cents toll. For that charge you will receive a ticket containing a number of coupons which are collected one by one at other gates

9.2 **ARDMORE** (toll-gate)

11. **BRYN MAWR** (toll-gate)

11.8 **ROSEMONT** (toll-gate)

12.6 **VILLA NOVA** (toll-gate)

14.5 **ST. DAVIDS** (toll-gate)

16.4 **STRAFFORD** (toll-gate)

17. Turn under railroad

18.1 Turn under railroad into **BERWYN**

18.7 Two blocks beyond station turn right over railroad and then left

19.5 Turn under railroad, then turn sharp right

20.4 Toll-gate

22.4 **MALVERN**: after passing Hires' Condensed Milk Factory turn right and just beyond cross bridge over the railroad

22.6 At the end of the road turn left

23.1 At the foot of hill road turns sharp right; then pass under railroad and immediately turn left

23.5 At the next fork keep left passing sign "Downingtown, 10 miles"

28.4 Cross the railroad into **EXETER**

33.2 **DOWNINGTOWN**; cross the railroad

38.4 Cross the railroad

40. **COATESVILLE**; cross the railroad and keep straight ahead on Main St.

40.7 Pass road to the left and cross bridge to the right over the railroad

43.9 **SADSBURYVILLE**

44.3 Pass road to the left at the sign "Gap, 7 miles"

48.2 Pass road to the right

48.9 **MT. VERNON**

50.6 Pass crossroads

53.2 Straight through **KINZER**

55.4 **LEAMAN PLACE**

56. Cross bridge over railroad

56.2 Pay 5 cents toll

56.7 Straight through **PARADISE**

58.2 Toll-gate; entering **SONDERSBURG**, pay 5 cents toll

61.7 Toll-gate; entering **QUEENSTOWN**, pay 5 cents toll

64.7 Toll-gate, pay five cents toll

66.5 Square at **LANCASTER**; straight through town without turning. (To reach Hotel Wheatland, modern and comfortable, turn right at the square).

67.1 At the fork keep to the left on Columbia Ave. with trolley

08.6	Pay 25 cents at toll-gate
72.2	Toll-gate, leave coupon
74.5	Toll-gate, leave coupon
76.	Toll-gate, leave coupon
76.5	At the foot of hill cross railroad into **COLUMBIA**
76.7	At the fork pass Union Hotel on the left
77.2	At the end of macadam road turn left
77.5	At the end of the street turn right
77.6	At the next road turn left
77.7	Cross railroad and, after paying 40 cents toll, cross the long bridge over the Susquehanna River to
78.8	**WRIGHTSVILLE**; straight ahead up the hill
79.6	At the toll-gate pay 18 cents toll
87.	Toll-gate
90.6	**YORK**; (Colonial Hotel on the left of the square can be recommended) continue straight through town
90.9	Just after crossing iron bridge on the right is the garage of the Snyder Cycle & Auto Co., 231 West Market St., local agents for the **WHITE STEAM CAR**
92.1	Cross the railroad
93.4	Pay 6 cents toll
93.7	Cross the railroad
96.2	At the fork take the right road
97.	Pay 9 cents toll
97.9	Cross the railroad into **THOMASVILLE**
105.4	**ABBOTTSTOWN**; pay 15 cents toll
106.	Cross the railroad
110.	**NEW OXFORD**; circle around the square and keep straight ahead out of town
110.1	Cross the railroad
112.4	Cross the railroad
114.8	Cross the railroad
115.9	Cross the railroad
120.	The square, **GETTYSBURG**
120.1	Eagle Hotel

ROUTE NUMBER 7A
PHILADELPHIA TO HARRISBURG VIA LANCASTER AND MT. JOY
104 MILES

.0	From Philadelphia, follow Route Number 7 as far as
66.6	At the Steven's House, **LANCASTER,** one block beyond the square, turn right on Prince St.
66.8	Lancaster Auto Co. garage on the right
66.9	Cross the railroad
67.2	At the street car line turn 45° left, passing lumber yard on the right
67.4	Cross the railroad
67.5	Cross the railroad
68.4	Toll-gate; pay 34 cents toll, which will carry you through to Harrisburg
69.5	At the fork keep to the left
70.4	Toll-gate at **McGOVERNVILLE**
70.9	Pass road to the right
72.4	Pass **BAMFORD** post office
73.2	Toll-gate
73.7	**LANDISVILLE**
74.1	Cross the railroad
74.4	Toll-gate
74.7	**SALUNGA** post office
75.6	Toll-gate
78.3	Toll-gate
79.	**MOUNT JOY**; at the fork in the center of town keep to the right
79.6	Cross the railroad
79.9	Toll-gate
81.2	Dangerous turn under the railroad
82.8	**RHEEMS**; at the fork take the left road
83.	At the foot of hill turn right under the railroad
84.2	Toll-gate
85.7	**ELIZABETHTOWN** (the square)
86.1	At the fork keep to the right
88.	Cross the railroad
92.9	Cross iron bridge
93.	Cross the railroad
93.8	**MIDDLETOWN**; follow trolley through
97.2	**HIGHSPIRE**
100.2	**STEELTON**
103.5	Entering **HARRISBURG,** at Market St. (double line of trolley tracks) turn left
103.7	Go under railroad track
104.	The square, Commonwealth Hotel

ROUTE NUMBER 8
GETTYSBURG TO PHILADELPHIA
VIA HARRISBURG AND READING
149 MILES

.0 Leaving the public square, **GETTYSBURG**, go north on Carlisle St., crossing the railroad one block beyond.

.4 On reaching the monument on the left, turn right, passing the government sign, "Harrisburg 32 miles" and continue on direct traveled road to

9.5 **HEIDLERSBURG**; pass cross roads here and keep straight ahead

13.9 Straight ahead through **YORK SPRINGS**

22.2 Bear left into **DILLSBURG**

22.5 At the railroad station turn 90 degrees right

22.7 At the brick church bear left and

22.8 At the end of the churchyard turn left over the railroad tracks

25.6 Turn left under the railroad and immediately cross covered bridge

29.2 At the cemetery bear left and at the fork just beyond keep to the right (left road goes down hill)

32.8 On meeting trolley tracks keep to the right, avoiding the tracks

33.4 At the next fork keep left and on meeting trolley tracks for the second time follow same with several turns to

35.9 Toll-gate at the beginning of bridge across the Susquehanna River.

36.6 On reaching **HARRISBURG** keep straight ahead on Market St., passing on the right the

Central Penna. Auto Co., 111 Market St., local agents for the **WHITE STEAM CAR**

36.7 The square, Commonwealth Hotel (to reach the new State Capitol turn left on 2nd St.)

36.8 At 4th St. turn right, and one block beyond cross bridge over Penna. R. R. yards and keep straight ahead, bearing right into Derry St.

41.4 At the fork where trolley turns left, take the right road, passing under the railroad

45.7 Cross the railroad into **HUMMELSTOWN**

46.7 At the fork at the end of town where trolley branches right, take left road

47.1 Cross the railroad

47.7 Cross the railroad and just beyond contribute $1.02 to the toll-gate keeper for the privilege of proceeding the next 34 miles.

48.3 Cross the railroad

52. Toll-gate; entering **PALMYRA**; leave a coupon

56.4 Toll-gate; leave a coupon

56.9 Cross the railroad into **ANNVILLE**

58.6 Toll-gate

60.6 Toll-gate; entering **SUNNYSIDE**

61.9 Cross the railroad into **LEBANON**

63.7 Toll-gate

64.5 Cross the railroad

65.4 Toll-gate

66.4 Toll-gate

69.6 **MYERSTOWN**; toll-gates either side of town

74.2 **STOUCHSBURG**

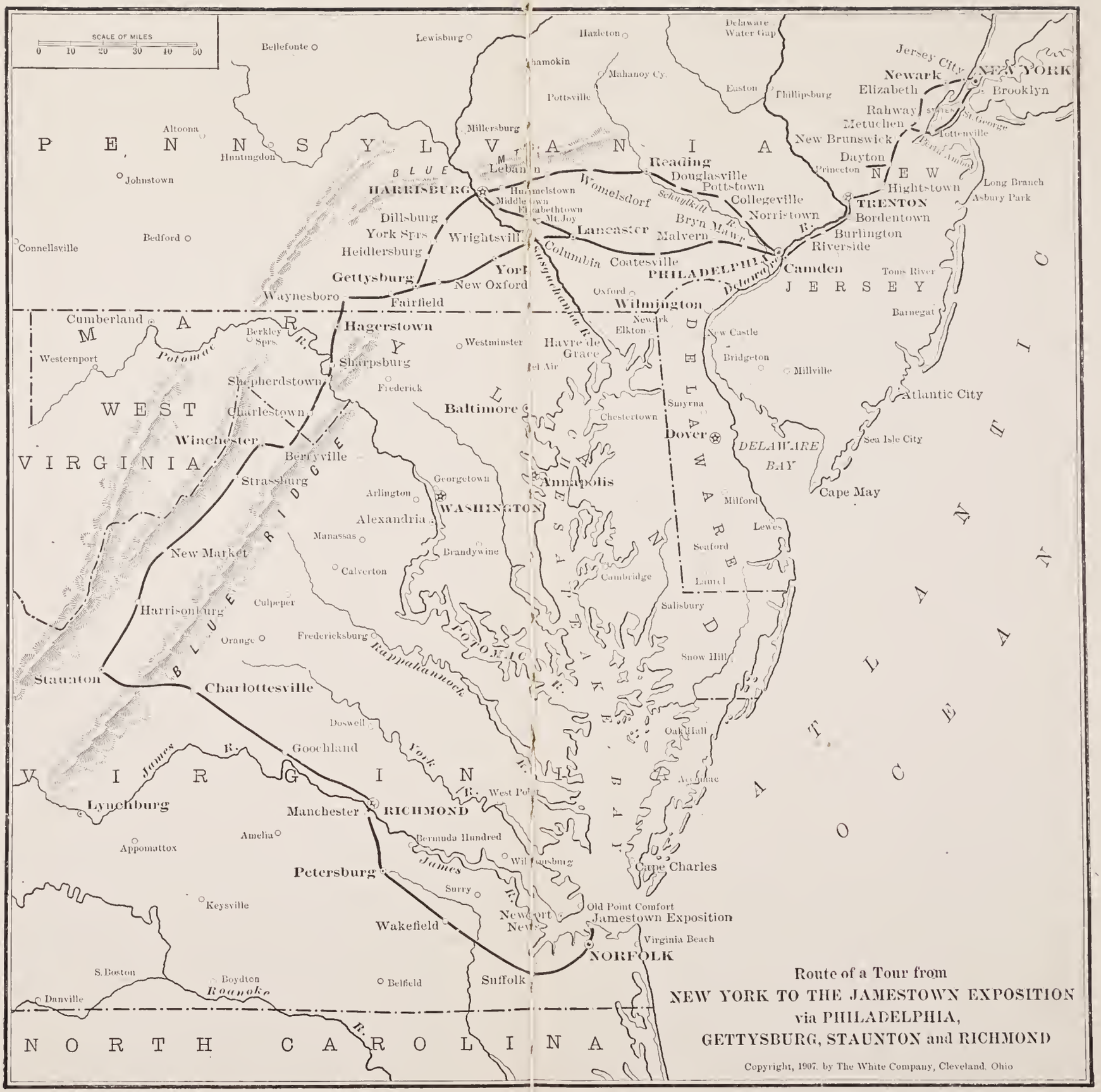
74.8 Toll-gate

76.7 **WOMESLDORF**

77.8 Toll-gate

79.5 **ROBESONIA**

79.9 Toll-gate



Route of a Tour from
NEW YORK TO THE JAMESTOWN EXPOSITION
via PHILADELPHIA,
GETTYSBURG, STAUNTON and RICHMOND

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82.3 Toll-gate entering **WERNERSVILLE**

86. **SINKING SPRINGS**

88.3 Cross bridge over the railroad

90.7 Cross bridge over Schuylk'll River into **READING**

91.2 The Square (Mansion House on the right); leaving the square continue east on Penn St.

91.8 At the jail turn right with trolley into Perkiomen Ave.

94.1 At the fork near the Black Bear Inn continue on right road (left road winds down hill)

104. Cross the railroad at **DOUGLASSVILLE**; use caution, as crossing is just beyond a sharp turn.

108.5 Straight through **POTTSTOWN**

115.6 **LIMERICK**

118.9 **TRAPPE**

120.6 **COLLEGEVILLE**; cross the road

121. After crossing bridge at fork, bear right with the trolley

128.3 **NORRISTOWN**; cross railroad in center of town

128.6 Hotel Montgomery

128.7 At the first street beyond hotel, turn left into De Kalb St.

131.2 Turn right on the Reading Pike, and keep straigt ahead to

136.6 Barren Hill Hotel; there take the left road passing the Chestnut Hill Convent on the left, cross bridge and ascend **CHESTNUT HILL**

on Germantown Ave. Follow this avenue without turning

140.1 Go under railroad

143.8 Go under railroad

144.8 Turn right on Broad St., **PHILADELPHIA**

147.5 Hotel Majestic; headquarters of the Quaker City Motor Club

148. **WHITE GARAGE**, 629-33 North Broad St.

149.1 Hotel Bellevue-Stratford, South Broad St.

149.2 Hotel Walton

A CHRISTMAS TOUR INTO THE SHENANDOAH VALLEY.

The historian, Ridpath, declares that one of the contributory causes of the Civil War was the fact that there was practically no intercourse between North and South, all travel beween different sections of the country being East and West.

When the war commenced, however, this condition changed and all travel was North and South, but it was the marching of hostile armies bent on invading each other's country. Naturally, the routes chosen for the movements of troops were those offering the least natural resistance, and that which was selected most often was the Shenandoah Valley. Each year the Valley was swept over and devastated by at least one of the opposing armies. So complete was the destruction that finally it was said: "A crow flying down the Valley must carry its own provisions."

Steam: The World's Standard Motive Power

The Valley was the scene not only of forays but also of some of the most important battles of the war, notably Antietam, where McClellan turned back the tide of Lee's first invasion of the North. The comrades and posterity of those who fell have not failed to mark the various historic spots in appropriate fashion, so that the tourist is reminded at every turn of the stirring activity of those days of strife. He also realizes that sectionalism is no more, as he is greeted on every side with the utmost friendliness, mixed with respectful curiosity.

It was to this historic section that we directed our way on our holiday tour. First of all we went to Gettysburg, following the route I described in the November 3d issue of Automobile Topics. As to what lay south of Gettysburg

View From the Ridge South of Fairfield

our ideas were of the vaguest. So little did we know of the roads, for example, that we carried a shovel for possible contingencies—just as if we were to tour, say, in Central New York. The event proved that we had as little use for this implement as had our White steamer for spark plugs. Between Gettysburg and Harrisonburg (Va.) the terminus of our tour southward, a distance of 160 miles, we encountered but one stretch of really bad road. That was just beyond Fairfield, the first town to the south of Gettysburg. Here the road leads over a high mountain. There is no stone in the road, and except where the ground was frozen, our car sank into the mud, to a depth, one might say, in accordance with the Principle of Archimedes.

Beyond this hill, we struck a toll-road which led us over the summit of the Blue Ridge, from which we had the

The Country Around Waynesboro

Another View Near Waynesboro

finest view I have ever seen in all my touring. In this region are located a number of fine country estates, and several hunt-clubs of wide reputation. On the other side of this ridge nestles the town of Waynesboro and a few miles beyond, we crossed into the State of Maryland and were soon in Hagerstown, a city of marked Southern characteristics. Here, during the war, was fighting a-plenty and twelve miles to the south lies the Battlefield of Antietam, now a government park. Just beyond is Sharpsburg, the chief industry of which is the sale of souvenirs of the battle. I had almost written "manufacture and sale."

Below Sharpsburg, we "cross the Potomac" (the phrase has a historic sound), passing from Maryland into the State of West Virginia. At Halltown, we pass the sign, "Har-

Stone Bridge á la Maryland

per's Ferry, 2 miles," and almost begin to believe that we smell gunpowder. Next comes Charlestown, where John Brown was tried and hanged in 1859, after his ill-starred attempt to free the Virginian slaves.

So perfect is the toll-road that we traverse West Virginia in a jiffy, and are suddenly reminded by a monument at the roadside that we are in Virginia, accurately described by a contemporary bard as "the State that will win y'er."

More macadam, more fine toll-roads (at five cents a mile), and we are now at the famous town of Winchester ("20 miles away"), where, so the local wiseacres inform us, the Shenandoah Valley proper commences. Nevertheless, the country immediately to the north may be considered, in a historic sense, at least, as part of the Valley. At any rate, the Shenandoah Valley Pike commences here. Toll-gates are five miles apart, and at each we are compelled to

On the Antietam Battlefield

register our names, residences, license number, etc, etc., etc., in accordance with the provisions of the Virginia Motor Vehicle Law. The toll-road carries us through Strassburg, Woodstock, Mt. Jackson and finally to Harrisonburg, all of which names appear prominently in the Civil War histories.

While we were in Pennsylvania, we had been so bundled up in heavy clothing that only our eyes were visible. As we journeyed southward, the weather became milder, even balmy, and we gradually shed our furs, boots, and finally our gloves. It was with deep-felt regret that at Harrisonburg we decided that our time would not permit of our going further south, and accordingly we turned about and

Changing License Numbers at the State Line

headed for the "frozen North." We felt that the ante-bellum condition, namely, too little travel between North and South, still exists and we resolved hereafter to give this advice to all fellow-tourists: "Go South."

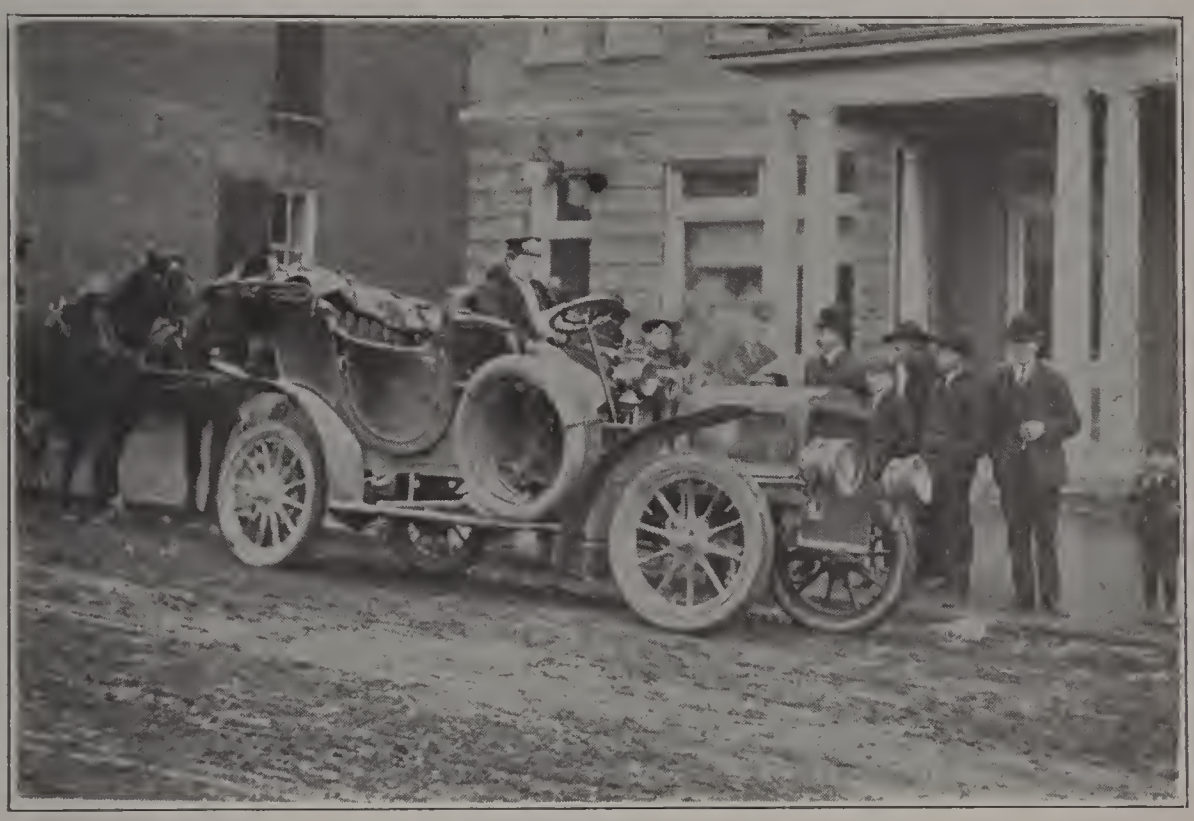
In conclusion let me enumerate some of the things that impressed us in the Shenandoah Valley.

First of all, the soil must be unusually fertile, judging from the prosperity which pervades the valley. Secondly, we saw no more of the famed "farmer's buggy." Instead, "the farmer goes to market" on a fine saddle horse. The Virginian is a good horseman, otherwise (I verily believe) some of the horses we met would be running yet, for, be it noted, the automobile is still somewhat of a novelty in that section. Thirdly, we saw for the first time the *ford* as a permanent institution. The owners of the toll-road have never seen the necessity of building bridges over the

The Culvert is Unknown in Virginia

minor streams. "What's the use, so long as a horse can walk across?" In going through some of these fords, I might say, we had a good opportunity to appreciate the propulsive propensities of 400 lbs. of steam per square inch.

Just one more of our observations—the Shenandoah Valley isn't a valley at all; at least, not according to the definition of "valley" which we learn at school. I would define the Shenandoah Valley as an unbroken succession of hills which are, possibly, not quite as high, on the average, as some of the hills to the east and west of them.—*Written for "Automobile Topics" by one of the party who laid out the route.*



An A. D. T. Girl in Harrisonburg

ROUTE NUMBER 9.
GETTYSBURG TO HAGERSTOWN
34 MILES.

.0 Leaving the Eagle Hotel, continue west on the Chambersburg Pike.
.2 Cross the railroad.
.5 At the top of the hill turn left, and at the road immediately beyond turn right.
1.2 Pass road to right.
3.3 Pass road to right at sign, "Fairfield, 5 miles."
5. Pass cross-road.
8.1 **FAIRFIELD,** Mansion House.

8.7 At the fork take left road passing sign, "Hagerstown, 24 miles."
9.3 At the next fork, keep right with the wires.
13.1 Pass road to left.
13.9 Toll-gate, pay 12 cents toll.
15.2 Cross the railroad at **CHARMAN** Station.
18.5 Toll-gate entering **ROUZERVILLE,** pay 8 cents toll.
21.6 Toll-gate entering **WAYNESBORO,** pay 10 cents toll.
22.1 At Criswell's Dry Goods store, a short distance beyond the square, turn left.
22.5 Cross the railroad.
23.2 Toll-gate, pay 10 cents toll.
24.7 Sharp right turn over bridge.
26.3 Pass road to right.
27. Toll-gate, entering **LEITERSBERG,** pay 5 cents toll.
31.7 Toll-gate, pay 10 cents.
33.3 Cross the railroad into **HAGERSTOWN** and continue straight ahead on North Potomac Street to
34.1 The square; here turn right for the Hotel Baldwin and Hotel Hamilton.

ROUTE NUMBER 10.
HAGERSTOWN TO GETTYSBURG
34 MILES.

0	Leaving the square at **HAGERSTOWN** continue out of town on North Potomac St., following the trolley.
.7	At the fork take the right road with trolley.
.9	Cross the railroad.
2.4	Toll-gate, pay 10 cents toll. At the fork immediately beyond take the right road.
6.	Cross stone bridge.
6.9	**LEITERSBURG.**
7.1	At the fork take the left road, arriving at toll-gate just beyond, toll 5 cents.
9.4	At the fork take the left road and just beyond cross bridge and then take the right road. Do not cross second bridge.
11.	Toll-gate, pay 10 cents toll.
11.6	Cross the railroad.
12.1	At Criswell's clothing store, turn right into Main St., **WAYNESBORO,** following trolley out of town.
12.6	Toll-gate, pay 10 cents toll.
15.4	Trolley bears right; keep straight ahead.
15.7	At the end of the road bear to the left up the hill.
15.8	Toll-gate, pay 8 cents toll.
18.7	At the fork take the right road and cross railroad at **CHARMAN** station.
20.3	Toll-gate, pay 12 cents toll.
22.2	At fork, take the left road, passing sign "Gettysburg, 12 miles."
25.5	**FAIRFIELD**; Mansion House.
33.6	At the end of the road turn left into Confederate Ave. and one block beyond turn right into Main St., **GETTYSBURG.**
34.	Cross the railroad.
34.2	Eagle Hotel.

ROUTE NUMBER 11.
HAGERSTOWN TO WINCHESTER
53 MILES

.0	Leaving the public square, go south on South Potomac Street
.9	Pass cemetery on left
1.1	At the fork take the right road, leaving trolley tracks, and just beyond cross the railroad
1.5	Toll-gate, pay 5 cents toll
5.5	Toll-gate.
7.4	Pass cross-road at **TILGHMANTOWN**
11.7	**ANTIETAM** battlefield; monuments on both right and left of road
12.	Pass Confederate Ave. on right
12.1	Toll-gate
13.2	**SHARPSBURG**; turn right into the main street
14.6	Pass on the right Antietam railroad station
15.2	Cross railroad
16.7	After descending steep hill, cross iron bridge over the Potomac River and Chesapeake & Ohio Canal into
16.8	**SHEPHERDSTOWN, W. VA.**

17.3	At the blacksmith shop, one block beyond Main St., turn left and just beyond cross railroad
18.1	Pass road to the left
19.3	At fork just after passing cross-roads take the left road, leaving the wires
22.9	Cross the railroad at foot of hill
25.7	After pasing paper mill, turn 135° right, passing the **HALLTOWN** station, and just be-

yond cross the railroad. (Turn left for HARPER'S FERRY.)

29.4 CHARLESTOWN

29.7 Three blocks beyond Palm Hotel turn left, Citizens Fire Company on the right

35.2 At the fork take the right road with the wires

37.4 Cross state line from West Virginia into Virginia, passing small monument on the left

38. Cross the railroad

41.2 Toll-gate, pay 25 cents toll

42.1 BERRYVILLE; at the main street, white brick hotel with green blinds on the corner, turn right

42.7 Toll-gate, pay 25 cents

47.7 Ford over Opequon Creek. This may generally be forded without difficulty. If in doubt as to its depth, wait for a team to come along

51.3 At the toll-gate pay 25 cents toll.

52.6 After passing U. S. Cemetery, turn left into East Lane Ave. and at the next corner turn right into East Piccadilly St., **WINCHESTER.**

52.8 Hotel Evans.

ROUTE NUMBER 12.
WINCHESTER TO HAGERSTOWN
53 MILES.

.0 Leaving the Hotel Evans go east on East Piccadilly St., at right angles to South Loudon St

.1 Cross the railroad

.2 Turn left on East Lane Ave., and one block beyond, turn right on the turnpike

1.6 Toll-gate, pay 25 cents toll

5.1 Cross ford over Opequon Creek and ascend long winding hill just beyond

10.1 Toll-gate.

10.7 **BERRYVILLE**; at the white hotel with green blinds turn left.

11.6 Toll-gate, pay 25 cents toll.

14.8 Cross railroad.

15.3 At the fork take the left road, following the wires.

22.9 Bear left into **CHARLESTOWN.**

23.1 At the Citizens Fire Company, turn right into Main St.

23.3 Palm Hotel.

24.6 At the fork keep left on macadam road up the hill.

27. Cross the railroad at the **HALLTOWN** station and then turn 135° left, passing paper mill after the turn.

29.8 Cross the railroad.

35.4 Cross the railroad and just beyond turn right at the blacksmith shop into **SHEPHERDSTOWN**. Continue straight through town and then descend dangerous hill.

35.9 At the foot of hill pay 25 cents toll at toll-gate, and then cross bridge over the Potomac River and Chesapeake & Ohio Canal into **MARYLAND**

37.5 Cross the railroad

39.4 **SHARPSBURG**; one block beyond square turn left at the sign, "Bloody Lane and Dunkard Church," on the Hagerstown Pike

40.6 Toll-gate, pay 5 cents toll

41.1 **ANTIETAM** battlefield; pass statues on either side of road

47.1 Toll-gate, pay 5 cents toll

51.3 Pay 5 cents toll; cross trolley tracks just beyond

51.6 Cross the railroad and follow trolley into **HAGERSTOWN**

52.5 Kent Miller's store, 103 South Potomac St., on left

52.6 The square (turn left for the Hotel Baldwin and Hotel Hamilton)

ROUTE NUMBER 13.
WINCHESTER TO STAUNTON
93 MILES.

.0 Leaving the Hotel Evans go south on South Loudon St.
.1 Miller's Supply Store on right; gasoline
.7 Turn 45° right into Shenandoah Valley Pike
.8 Turn 45° left.

1.9 Toll-gate No. 1. At this gate and at each of the other 18 gates, pay 10 cents toll, and also register your name, residence and license number in the book kept by the toll-gate keeper
4. Cross the railroad
5.8 Cross covered bridge
7.1 Toll-gate No. 2
11.9 Toll-gate No. 3
15.3 Cross iron bridge over Cedar Creek
18. Toll-gate No. 4.
18.2 Cross the railroad
18.4 **STRASSBURG**; turn right into Main St., harness shop on the left
18.6 At the fork at the end of Main St. turn left with the wires
20.9 Cross iron bridge with sharp right turn at the further side
24.1 **TOM'S BROOK**
24.3 Cross covered bridge
24.7 Toll-gate No. 5 halfway down hill
25.6 **MAURERTOWN**
28. Cross covered bridge
29.4 Toll-gate No. 6
29.7 **WOODSTOCK**, Hotel Holtzman

32.6	At the foot of hill cross covered bridge
34.2	Toll-gate No. 7
34.9	Cross covered bridge into **EDINBURG**
35.1	Cross iron bridge
39.3	Cross covered bridge over Jumping Run
40.	Toll-gate No. 8
42.3	**MOUNT JACKSON**
43.7	Cross covered bridge over north fork of Shenandoah River, toll-gate No. 9 just beyond
49.8	**NEWMARKET** (turn left here for Luray Caverns, 14 miles)
50.	Toll-gate No. 10
54.8	Toll-gate No. 11
58.6	**LACEY SPRINGS**
58.8	Toll-gate No. 12
64.7	Toll-gate No. 13
66.9	Cross small ford into **HARRISONBURG**
67.3	Hotel Cavanaugh
	The route up to this point was compiled by the **TOURING BUREAU** of the **WHITE COMPANY.** For road directions south of this town, we reproduce, with permission, the data compiled by Augustus Post, Esq.
68.4	Cross the railroad
68.6	Toll-gate No. 14
73.4	Toll-gate No. 15
74.	Cross covered bridge over Cook's Creek
75.	**MOUNT CRAWFORD**
77.3	Cross long covered bridge over North River
77.8	**BURKSTOWN,** toll-gate No. 16
79.	Cross covered bridge
82.8	Mt. Sidney
84.8	**WILLOW SPOUT,** toll-gate No. 17
87.	Cross covered bridge over Middle River into
87.1	**VERONA**, toll-gate No. 18
91.8	Toll-gate No. 19
92.4	Meet the trolley
93.	**STAUNTON**; turn left with the trolley on East Beverly St. and one block beyond turn right on New St. to the Beverly Hotel

ROUTE NUMBER 14.
HARRISONBURG TO WINCHESTER
67 MILES.

.0	Leaving the Hotel Cavanaugh go north on Main St
.2	At the fork at the end of the town keep right
.4	Cross ford
2.6	Toll-gate No. 13
8.3	Toll-gate No. 12 entering **LACEY SPRINGS**
12.4	Toll-gate No. 11
17.2	Toll-gate No. 10 entering **NEWMARKET**
23.5	Toll-gate No. 9
24.3.	Cross covered bridge into
24.7	**MOUNT JACKSON**
27.	Toll-gate No. 8
27.6	Cross covered bridge
31.6	Cross iron bridge into **EDINBURG**
32.	Cross covered bridge
32.8	Toll-gate No. 7
34.3	Cross covered bridge
36.8	**WOODSTOCK**
37.5	Toll-gate No. 6
38.8	Cross covered bridge
41.1	**MAURERTOWN**
42.4	Toll-gate No. 5
42.7	Cross covered bridge into **TOM'S BROOK**
46.6	At foot of long hill cross iron bridge
48.5	**STRASSBURG**; at the end of the town turn left, harness shop on the corner
48.6	Cross railroad
48.9	Toll-gate No. 4
51.6	Cross iron bridge
54.9	Toll-gate No. 3
59.7	Toll-gate No. 2
61.	Cross covered bridge
62.5	Cross the railroad
64.9	Toll-gate No. 1
66.1	On entering **WINCHESTER** bear right at the fork, following the wires, and one block beyond, bear left on South Loudon St
66.8	Miller's supply store on left, gasoline
66.9	Hotel Evans

NOTES.

ROUTE NUMBER 15
STAUNTON TO RICHMOND
119 MILES.

.0	Leave Beverly Hotel, Staunton, go east about one block, turn right under B. & O. stone arch bridge, immediately turn left by Western State Hospital for Insane, pass steam plant on right, up long grade (Pinch Town), top of hill National Cemetery—756 U. S. soldiers graves. Leave macadam
1.9	Cross railroad
3.	**BRAND** (Station not used)
3.9	Take right fork
4.1	Cross iron bridge over Christian Creek and up hill.
6.5	**FISHERVILLE**
6.7	Pass station and cross railroad
8.4	Pass road on right.
11.4	**WAYNESBORO**
11.4	Cross railroad and two bridges over South River
12.	**BASIC CITY**; turn there to left to go to Brandon Hotel (summer resort) about one mile
12.5	Pass road on left
14.2	Turn left under railroad, long steep grade
15.4	**AFTON**: cross bridge over C. & O. R. R.
16.5	Hotel Afton (summit)
17.	Take left fork with wires
18.9	Just after passing large brick house on left, take left fork with wires; do not cross small bridge
19.2	Keep right with wires—pass road on left
19.8	Pass church on left; entrance on right to Mr. Owsley's estate, "Tiverton."
21.1	Jog left around a house in the middle of road
21.3	Cross bridge over Stockton Fork Cross Roads
21.4	Pass estate Mr. C. I. Langhorn "Moridoff."
22.	Pass estate of Graham Harris, "Seven Oaks"
23.7	Pass road on left
23.9	**HILLSBURY**
25.4	**BROWNSVILLE**: take left fork with wires
28.2	**MECHUM** (railroad station C. & O.) Turn sharp right with wires, passing under railroad bridge
28.4	Turn 90° right with wires, over wooden bridge over Mechum's River
28.5	Pass "Oakland" estate on right
30.1	Pass road on right
31.3	**IVY**: cross bridge over railroad
31.6	Pass road on left

31.8 Cross bridge over Ivy Creek
32.6 Small ford—branch Ivy Creek
33. Pass road on right
33.4 Cross railroad
34.8 Woods station; pass "Ednana" estate on right
35.5 Cross railroad
36.4 Cross railroad
37.4 **UNIVERSITY OF VIRGINIA**
37.5 Cross under railroad
38. Cross railroad by station
38.4 **CHARLOTTESVILLE:** Colonial Hotel; H. B. Sparks, 410 W. Main st., automobile repairing
Turn left follow trolley to Fifth St., left two blocks to West Jefferson St., right to Colonial Hotel; go straight out in front of hotel, court house on left, to
38.5 Turn right about two blocks; old Richmond Parkersburg Pike stone was covered up when pike was abandoned.
38.6 Turn left, then right, down long hill
39.6 Cross iron bridge over Rivenna River
39.7 Turn right up hill, leaving river
42.5 "Hunter's Hall" on left
42.8 Small ford
42.9 **SHADWELL** (station); cross bridge over railroad
44. Take left fork, follow wires
45.1 Take right fork with wires, large white residence on left. This is the old "Three Chop Road" to Richmond. Marquis de Lafayette is said to have laid out this road and to have blazed the trees with three chops. Wilder country. The left fork goes to Keswick, Gordonville and Louisa Court House.
46.3 Small ford
47.1 Small ford
47.9 Pass road on left—H. C. Shepard's store
48.6 Boyd's Tavern
48.7 Take left fork with wires
50.3 Cross bridge over Mechum Creek
51.7 Pass large red brick schoolhouse
54.6 **ZION**; store on left (Mr. Pain)
54.7 Turn right, leaving wires; church on left
55.5 Colored schoolhouse on left
56. House on right; pass road on right
56.6 Cross road

57.7 Take right fork; wagon shop and house on left (Mr. Gillespie)
58.9 **TRICES**; store. Pass road on right
59.3 Pass road on right
59.5 **DRIGGSVILLE** (store)
62.3 Pass road on right; (house of J. C. Parish)
62.6 House (M. L. Brooks); well
63.9 Church
64. Green U. S. mail box on left; take left road
67.4 Pass road on right
67.7 **MOCASSIN GAP**; house on right
68.1 Take right fork
69.2 Pass road on left
70.1 **SHANNON HILL** (store). Cross road, following telegraph wires
70.5 School on right; (grave stone on left—Dr. Hargrave 1828-1895)
73.1 Pass road on left (reverse, take left fork)
75.1 Store (R. H. Trice); turn left, following wires
78. **EAST LEAK**; (40 miles to Richmond from house of David B. Harris)
78.9 Bridge
79. Corduroy; (road badly washed and not worked in this section)
79.6 Pass road on left
79.7 Broken culvert
81. Take left fork with wires
82. **GUM SPRINGS**
82.1 Pass road on right
82.5 Take right fork; leave "Three Chop Road." Large oak tree and house on right; follow wires.
84. **SANDY HOOK** (store). G. J. Saunders' saw mill (owns automobile)
84.1 At fork take right road
85. Cross road; follow wires, keeping left
85.2 Saw mill on right
86.4 At fork take right road
87.6 Church on right
88.1 Follow wires; keep left
88.8 (reverse take right fork with wires)
89.6 Churchland Court House
90.1 Old brick residence (Dr. J. D. Bell, dentist)
90.6 Cross roads; keep straight up hill
93.3 State farm
94.1 State farm buildings (Mr. Davis, Supt.); 224 convicts, 1200 acres; 135 head of cattle, 240 sheep, 68 horses and mules. Just beyond is,

	CONDEMNED BRIDGE: unrepaired, across Beaver dam Creek. **UNSAFE.** Go through State farm land and over their bridge, or ford the stream
94.3	State farm bridge over Beaver Dam Creek
94.5	Back on county road, turning right up hill; not good in wet weather
95.2	Pass road on left; **ISSEQUENA**
96.5	Pass road on left. (Reverse take left fork)
100.	**SABOT** station (Dover Mills); cross wooden bridge and follow wire, Giants' Creek
101.3	Bridge over Dover Creek
102.2	Take right fork
102.6	Keep left with wires; pass road on right
102.9	**MANIKIN**
105.2	River View Heights Farm (Mr. Dupoy)
106.5	Ford
107.2	Broken culvert
107.8	Church
108.2	Cross railroad
108.4	Bridge over Tuckahoe Creek and Deep Run; macadam road
108.9	Store
112.5	Take left fork with wires
114.2	Take left fork
116.2	Turn left on Boulevard
116.4	Turn right in Grove Road which runs into Park Ave. at Howitzer's Square. Cathedral on right, gift of Thos. Ryan
117.9	Monroe Park
118.	Turn right at Franklin St.
118.1	Cross railroad (gates)
118.6	**RICHMOND:** Jefferson and Richmond Hotels Garage, B. A. Blenner, 508 W. Broad St., Local agent for **WHITE STEAM CAR**

ROUTE NUMBER 17
RICHMOND TO NORFOLK
120 MILES.

.0	**RICHMOND,** leaving Hotel Jefferson go down 9th St.
0.4	Cross iron bridge (free)
1.0	**MANCHESTER**
	Go out 7th Street
1.3	Turn right (Bull Durham sign on building); follow trolley
2.1	Turn left at watering trough; follow trolley
4.9	Pass road on right
5.3	Cross roads
6.9	Cross roads
7.6	Cross bridge over Broad Rock Branch; pass road on left; pass road on right
8.2	Pass Power House
9.6	Trolley; cross track
9.8	Cross railroad
9.9	Cross bridge over Grindale Creek; pass road on right
12.1	Cross bridge over Falling Creek
12.2	Pass road on right
14.0	Cross road and narrow gauge railroad
16.7	Cross small wooden bridge over Kingsland Creek
17.1	Pass under railroad bridge
17.8	Trolley; pass under railroad (Farmville and Powhatan) bridge; pass road on right
18.6	Cross iron bridge over swift Creek
20.7	Turn left with trolley
21.5	Cross bridge over Appomattox River; pass station Norfolk & Western R. R.
21.6	**PETERSBURG**
	Turn right by old market
21.9	Follow trolley through Old Street and turn left into South Sycamore Street
22.9	Turn left into Wythe Street
23.6	Turn right with trolley
24.5	Take left fork
25.2	Cross railroad (Norfolk & Western)
28.3	Cross wooden bridge over Blackwater Swamp
29.7	**ESTES** (Station, Wells)
	Cross railroad (Norfolk & Western)
30.8	Take left fork
32.0	Cross bridge over second swamp
32.9	Turn left
33.4	Plank road; approach railroad; turn right
34.0	Cross bridge (near Smith's mill)

35.9 Plank road; cross railroad
36.1 Small ford
36.8 **DISPUTANTA** (Station)
37.3 Turn left and go through town
37.6 Small ford
38.3 Turn right with wires
39.4 Follow wires; signboard "Disputanta, 2 miles; Waverly, 10 miles;" cross road
39.5 Pass Wallis' Cheap Store
40.3 Pass old saw-mill
41.0 Broken bridge
41.4 Turn right with wires
41.9 R.F.D. box G. W. Bain
42.5 Corduroy and three bridges
43.0 Cross road signboard, "Petersburg 20 miles"
46.4 Turn right; follow wires
48.2 Turn left
48.3 Cross narrow gauge railroad
48.5 **WAVERLY**
Turn left at Hotel Waverly
51.8 Broken bridge
52.1 Cross wooden bridge
52.5 Turn left
54.2 Turn right
54.3 Turn left
54.6 Pass saw mill off road on right; go through gate (no fence, county)
55.3 Bad road; mud holes
56.3 Pass road on left
57.5 Keep straight ahead (reverse, turn left)
57.7 Pass road on right
57.8 Turn left
57.9 **WAKEFIELD**
Turn left to Central Hotel
58.3 Turn left into Main Street
59.4 Small ford
59.6 Turn right at last electric light pole
59.8 Turn left
60.1 Turn left
60.2 Turn right
60.9 Turn left at house
61.0 Turn left over mill-dam bridge
61.4 Turn right
61.8 Turn right
61.9 Turn left
62.1 Take right hand road
63.7 Turn right
63.8 Berlin School District, Col. Sect. No. 3; pass road on right

64.3 Cross railroad; follow track
64.6 Turn right
65.2 Keep straight ahead
65.4 Ford (swamp)
66.2 Turn left at old stable
66.7 **IVOR** (Station)
Cross railroad
67.2 pass road on left
68.8 Turn right
70.0 Turn right at small graveyard
70.2 Keep right
70.7 Cross ford
71.4 Pass Griffin Public School
71.7 Cross railroad
71.8 Turn left
72.4 Cross ford
72.6 Pass "Sunny Side," house of Dr. W. B. Richardson
73.0 Pass road on right
73.2 Take left fork; follow wire
73.4 Turn left at church
74.8 Cross two bridges
75.5 **ZUNI** (Station)
Cross railroad
75.9 Turn right at angle
77.2 Cross bridge and railroad
77.4 Cross bridge
77.7 Turn left
78.4 Cross railroad
78.5 Pass road on left; sand
79.4 Cross lumber railroad
79.8 Turn 45° left
80.3 Turn right
81.5 Road turns to right
81.6 Cross railroad
82.0 Turn left at signboard, Zuni 8 miles
82.9 Pass road on right at signboard, "Blackwater Bridge, 8 miles"
83.3 **WINDSOR**
83.6 Parallel with railroad; jog left
84.1 Cross railroad
87.9 Pass road on right at signboard
89.7 Pass road on right; follow wires
90.1 **PROVIDENCE CHURCH**
Pass old well; keep straight ahead; sandy
90.7 **KINGS FORK** Turn left
92.7 Turn right, around schoolhouse
94.7 Pass road on right
95.2 Cross bridge

96.7 Cross railroad
96.9 Turn left into Main Street
97.1 **SUFFOLK**
(Nansemond Hotel)
97.6 Cross railroad; pass station, Washington Street
98.1 Turn left
98.9 Cross railroad
99.2 Cross wooden bridge over creek running from Dismal Swamp (brown water)
100.5 **STEVERS** (Station)
Cross two railroads
101.2 Cross iron bridge, water from Dismal Swamp
101.7 Cross railroad
103.7 Cross railroad; follow wires
104.2 Cross road on left
105.4 **MORRIS FORK**
Pass road to left leading to Smithfield
105.6 Cross railroad; sandy
106.9 Cross railroad
107.1 Turn right at store
107.2 **DRIVERS** (Station)
107.3 Cross iron bridge
108.8 Cross railroad
109.1 **SHOLDER HILL**
112.8 **HODGES FERRY**
Pass road on left
113.2 Toll-gate—15 cents per car and driver, 5 cents each passenger
113.3 Cross drawbridge over West Branch
115.7 Pass road on right; follow telegraph wires
115.9 Pass road on right
117.0 Cross railroad
117.5 Cross railroad
117.8 Toll-bridge—5 cents each passenger
118.3 Cross railroad
118.4 Trolley
118.8 County Street pavement
119.1 Turn left into Washington Street one block
119.2 Turn right into High Street
119.6 Foot of High Street; Ferry, 10 cents car and driver, 3 cents each passenger. Cross; turn left at monument to Granby Street, two blocks to Monticello Hotel, **NORFOLK**

TOURING IN THE SOUTH

In view of the recent revival of interest in touring in the Southern States, it should be noted that the first extensive tour in this region was in March, 1905, by John S. Rowe, driving a White Steamer. Mr. Rowe, accompanied only by his wife, his two sons, (aged seven and eight years respectively), and their governess, drove his White from Savannah, Ga., to his home in Buffalo, New York. This trip was described and illustrated in White Bulletin No. 9, issued in May, 1905. The above illustration shows Mr. Rowe and his family as they appeared on the tour.

The first trip from the North to Florida was made in the autumn of 1905 by C. M. Huston, who toured in his White Steamer from his home in Chicago to his villa at Cocoa, 75 miles south of Ormond Beach, Florida. Mr. Huston was accompanied only by his wife and son.

In the new Model "G" and Model "H" White steam cars, the fundamental White features are retained, but there have been numerous noteworthy improvements along the lines of White progress. The system of regulation has been so perfected that there will always be a practically constant steam pressure, whether the car is traveling fast or slow, coasting, climbing the steepest hill, or pulling through the heaviest sand or mud. A person driving the car for the first time will get the same power at all times as the most experienced operator.

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